

Today's
Advertisements.

JUNIOR SALESMAN.

WANTED by a Firm in Bangkok a SMART
ENERGETIC YOUTH to Act as
above.
Must be strictly sober and honest. Apply in
own handwriting stating age, experience, salary
required, &c.

T. E. P.
Post Office,
Bangkok.
Bangkok, 27th July, 1895. [1069]

ZETLAND LODGE.

No. 425, E.C.

AN EMERGENCY MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, on THURSDAY, the 15th
instant, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 9th August, 1895. [1070]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL
THE Company's Steamship

"NINGCHOW,"

E. Warrel, Commander, will be despatched for the
above Port TO-MORROW, the 10th instant, at Noon.
For Freight, apply to

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 9th August, 1895. [1043]

FOR SHANGHAI.

THE Steamship

"PEIYANG,"

Captain R. Köhler, will be despatched for the
above Port TO-MORROW, the 10th instant, at
4 P.M.
For Freight or Passage, apply to

SIEMSEN & Co.,
Agents.
Hongkong, 9th August, 1895. [1069]

FOR YOKOHAMA (DIRECT).

THE Steamship

"STRATHESK,"

Captain Taylor, will be despatched for the above
Port on TUESDAY, the 13th instant, at 5 P.M.
For Freight or Passage, apply to

DODWELL, CARILL & Co.,
Agents.
Hongkong, 9th August, 1895. [1030]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ARGYLL,"

will be despatched on FRIDAY, the 16th
instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th August, 1895. [1071]

FOR HAVRE, HAMBURG AND ANTWERP.

THE Steamship

"STRATHFILLAN,"

Captain Osborne, will be despatched for the
above Ports on SUNDAY, the 25th instant, at
Daylight.
For Freight or Passage, apply to

DODWELL, CARILL & Co.,
Agents.
Hongkong, 9th August, 1895. [1072]

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will
be on sale at the Hongkong and Victoria
Hotels, opposite the Hongkong Club, and at
Pedder's Wharf, EVERY EVENING from 5.30 to
7.30 o'clock.

PRICE.....TEN CENTS.

Copies ordered from the Office will be charged
the usual rate—25 cents.

Advertisers are reminded that the Hongkong
Telegraph has by far the largest circulation of
any English newspaper published in the Far
East. THIS IS GUARANTEED. Terms on
application.
Hongkong, 14th October, 1895.

BROWN, JONES & CO.

DEALERS IN
ITALIAN AND AMERICAN MARBLE AND
HONGKONG GRANITE CEMETERY
MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE
LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.
Hongkong, 3rd May, 1895. [107]

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
AERATED WATERS.

OUR AERATED WATER FACTORY
is fitted with the best English Machinery,
embodying the latest improvements in the
trade.

The purest ingredients only are used, and the
utmost care and cleanliness exercised in the
manufacture throughout.

The water used is proved by repeated analyses
to be absolutely pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Empties when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG." And all
signed messages addressed thus will receive
prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE

POTASH WATER
SELTZER WATER
LITHIA WATER

SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used
for any other purpose than that of contain-
ing Aerated Waters, as such Bottles are
never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 1st June, 1895. [107]

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 9, 1895.

THE PUBLIC MEETING.

The public are deeply indebted to the
Chief Justice, Sir Fielding-Clarke, for
presiding at the meeting held yesterday,
and for his happy management of the
business. He seemed to divine at once
the wishes of the meeting and it was a happy
inspiration that led him to declare the
resolutions carried by acclamation
instead of putting them to the vote. His
express assent to the substance of the
second resolution, although he would prob-
ably prefer to have modified the
language of it, gave the greatest satisfac-
tion and was the strongest proof of the
strength of the feeling that animated and
governed the community. There are, we
believe, dissentients in the community who
think that a vote of censure of the conduct
of the Government should not have been
introduced or passed. If it is so, it is to
be regretted that they had not the courage
of their convictions and did not speak or
even call for a show of hands at the
meeting yesterday but allowed the vote of
censure to pass by acclamation. It is
useless for men to attend public meetings,
to take part in the proceedings, to applaud
the speakers, to share in the enthusiasm
and when they get outside the doors
express their dissent from what has been
said and done, and their disapproval of
the whole affair. They should either have
stayed away, or behaved like men and
given expression at the meeting, and in
the face of the world, to their
real views and opinions. They would
certainly have been listened to with
every attention, and might, although few
in numbers, have succeeded in modifying
the resolutions either in substance or in
form. We congratulate Hongkong on a
most successful demonstration of its
common sense and fearlessness.

NOTES AND COMMENTS.

In our last issue we published a com-
plete report of a case that recently came
before the British Consular Court at Kobe
which is bound to be of great interest to
the whole shipping community of the Far
East. The facts of the case, briefly stated,
were these: Captain Dewar, commander
of the British steamer *Straits of Sunda*,
discovered about a quarter of an hour
before his vessel sailed from Kobe on the
22nd ultimo, i.e., at about 4 o'clock on a
Sunday morning, that two members of his
crew were missing. The Captain was
immediately placed in a difficult position.
He had either to delay his ship until the
following Monday forenoon to report the
matter at the Consulate and thereby
practically lose two days and subject the
owners of the vessel, then under charter to
the Nippon Yusen Kaisha, to a loss of at
least £75—besides putting the Nippon
Yusen Kaisha to considerable inconve-
nience—or else he was bound to commit
what in our humble opinion appears to have
been a technical breach of the Merchant
Shipping law. Naturally enough Captain
Dewar chose what he reasonably
assumed to be the lesser of two evils
and put to sea, knowing full well that
he would return to Kobe in a week
or two when the matter could be duly
reported to the Consular authorities and

all difficulties be adjusted in a suitable
manner. A day or two after the *Straits of
Sunda* sailed the absentee appeared
to have come to their senses for they
went to the office of the agents to
whom the vessel was consigned and
asked for assistance. The agents
wired to the Captain at Tsuruga,
who replied by a telegram reading:
"Donkeyman and fireman on shore in
defiance of orders; contrary; uncon-
trollable; no farther use for them." There
the matter remained until the Captain's
return to Kobe, when he at once went to
the British Consulate with the object, it
is said, of paying off one man and of
taking the other on board. He was told,
however, that he had committed a serious
offence in leaving the men behind, and was
ordered to take the men on board within
twenty-four hours. Demurring to this, a
summons was issued the same day, with
the result that Captain Dewar was fined
£5, and was told by Mr. ENALIE, the
British Consul, that he had subjected
himself to a fine of £100 or six months'
imprisonment! The re was, of course,
no necessity for Mr. ENALIE to remind
the Captain that he had rendered
himself "liable to a fine of £100 or six
months' imprisonment." The rider,
so to say, was wholly superfluous and
inappropriate for the very good reason, as
the *Kobe Chronicle* points out, that the
penalty of imprisonment was never
intended to be enforced in such a case as
the one then under consideration, but, on
the contrary, it is designed to prevent ship-
masters from leaving port with the delib-
erate intention of abandoning to their fate
members of the crew. Possibly the
Captain was at fault in not reporting the
absence of the men at the first port he
called at after leaving Kobe, but that the
offence was of a technical nature only
appears demonstrated by his action imme-
diately upon returning to the port of
Kobe. What justification there was for
a prosecution we are at a loss to
understand seeing that Captain Dewar
evidently never intended to leave the men
behind and that Consul ENALIE at the
conclusion of what must have been a ver-
y vexatious trial as far as the master of the
Straits of Sunda was concerned, stated he
would impose a fine because the men
were left behind "without previously
obtaining the sanction of the Consular
Officer." Commenting on this remarkable
judgment the *Kobe Chronicle* says "It
certainly appears monstrous that it should
be in the power of any member of a ship's
crew to subject his employers to a fine of
some hundreds of dollars for delaying the
ship because he chooses to absent himself
from his vessel at the time she should be
leaving port. . . . The judgment means,
then, that at 4 o'clock on the Sunday
morning in question, with everything ready
to start, Captain Dewar should have
ordered the steam to be shut off, dismissed
the men to their bunks and their cabins,
and calmly folded his hands and
sat down until the Consulate was open
for business on Monday morning! To
fine Captain Dewar for not doing this,
and to gratuitously inform him that he had
rendered himself liable to six months'
imprisonment, may be British mercantile
law; but for the sake of shipmasters, we
hope not. If it is the law, then we are not
surprised at the movement among British
shipowners to transfer their vessels to
other flags." Our contemporary hits the
nail fairly on the head, but he might
have added that the whole affair appears
to have been of such a nature as to lead
one to assume that Captain Dewar will
appeal the case at the earliest possible
moment.

We understand that formal application
has been made by the local Government
to the Government of China through the
British Minister at Peking for the
surrender of two Chinese junks and six
Chinese sailors who are reported to have
been illegally seized by the crew of a small
Chinese Customs armed cruiser—one of a
number of armed launches and pinnaces
that blockade this port and harass the
junk trade in every conceivable manner—in
British waters near the village of Aber-
deen about two weeks ago. It is also reported
that the Government of Hongkong demand
that four chests of opium, which were on
board the junks in question when captured,
be returned to the junks and their
crews. Furthermore, it is alleged that a
demand has been made that the men guilty
of committing an unlawful act, tantamount
to piracy, in British waters be adequately
punished and that the local Government
be afforded a proper opportunity of sat-
isfying itself that the guilty parties are duly
punished. Just what truth there is in these
reports we are not, at the moment, in a
position to state. Part of the story
seems probable enough, and in the face
of the comparatively recent high-headed
proceedings of Chinese Customs
employees in Quarry Bay, it is conceivable
that the Government has taken some steps
in this connection designed to render the
blockade of Hongkong by Customs
cruisers a little less galling than it has
been for some time past. There is certainly
room for a good deal of improvement in
our relations with every department of the
Chinese Government and as far as
Hongkong is concerned, with the Imperial
Customs in particular.

BRITISH IRONCLADS LEAVING
GIBRALTAR UNDER SEALED ORDERS.
LONDON, August 7th.
Four British ironclads will leave Gibraltar
to-morrow under sealed orders. It is believed
their destination is Morocco.

BULGARIA.

Prince Ferdinand is still absent from Bulgaria
where the situation is grave and complex owing
to the 7th overthrow. Hopes are entertained of
a reconciliation with Russia under the present
regime.

(Special to *Stam Observer*.)

THE FAMERS.

MEETING OF THE RUSSIAN AND ENGLISH
COMMISSIONERS.

SIMPALA, July 29th.

The British Pamir Commission has arrived at
Borzi Gumbaz, on a tributary of the Pamir river
and just within the Chinese boundary. It was
met here by the Russian Commission. The
combined party then set off for Lake Victoria,
about 30 miles north-west where they expected
to arrive by the 3rd August.

FRANCE AND CHINA.

THE COMMERCIAL MISSION.

LONDON, July 29th.

The Lyons Chamber of Commerce is appealing to
the other French Chambers to unite for the
purpose of the commercial mission which is to
be sent out to China. M. Rocher, Consul at
Lyons, has been appointed chief of the com-
mission.

FRANCE AND RUSSIA DIVIDE THE
BIG LOAN.

LONDON, July 29th.

The National Bank of Russia has taken up
six millions of the Chinese loan, and the rest
will be found by France.

(Special to *Bangkok Times*.)ENGLISHMEN STONED AND
HOOTED IN CAIRO.

LONDON, July 29th.

The anti-British feeling in Egypt is assuming
grave proportions. A native mob at Cairo has
hoisted and stoned a British military funeral
party. Excitement is intense. The Governor
of Cairo has apologized to the British authorities.

MARITIME DISASTER NEAR
SYDNEY.THE STEAMER "CATTERTHUN" A TOTAL
WRICK.

We are indebted to Messrs. Gibb, Livingston &
Co., the agents, for the following very regrettable
news of the total loss of the E. & A. Co.'s popular
Australian liner *Cattertun*, Capt. N. Shannon:—

"Hongkong, August 6th.
"We beg to inform you that we have received
a telegram from our agents at Sydney to the
effect that the E. & A. steamer *Cattertun*,
bound for Hongkong via usual ports, struck on
the Seal Rocks about 100 miles from Sydney and
is a total wreck. The *Cattertun* left Sydney
on the evening of the 7th instant."

The *Cattertun* was an iron screw steamer of
1405 tons register, and was launched at Sand-
erland in 1881 by Messrs. W. Duxford & Sons.

LOCAL AND GENERAL.

At the Magistracy this afternoon an American
seaman was sentenced to six weeks'imprison-
ment for stealing a "saw"water.

The ordinary half-yearly meeting of share-
holders of the Hongkong and Shanghai Banking
Corporation will be held at the City Hall at
noon to-morrow.

"THE SOMNOLENT LION" is the head-line
under which a most interesting and sensible
letter relating to the Szechuen riots is published
in another part of this issue.

It is reported that the Governor has declined
to forward to Lord Salisbury the second resolution
passed at the public meeting yesterday, con-
demning theopathy of the British Government.

News has been received here of attacks on a
Catholic mission at Hoyin in the province of
Kwangtung, as also of the looting of a Lektia
Station near Foochow by Chinese troops. The
Faishan riots were instigated by the *Illirati*.

The *Statist* very sensibly remarks that if Mr.
Joseph Chamberlain, the new Secretary of State
for the Colonies, can frame a working scheme
giving the Colonies a voice in the management
of Imperial affairs, he will deserve well of the
country.

A CHINESEMAN who was yesterday sentenced by
the Magistracy to pay a fine of \$1, or in default 7
days'imprisonment, for hawking without license,
got off "scot free" by doing the "Vanishing
Act" while in charge of an Indian constable.
Sahib had to "stump up" the fine.

LIBERTY in Japan lies fettered in chains forged
by the tyrannical police, remarks the *Japan
Gazette*. Truth is banished by the application
of the Criminal Code and the decision of the
Courts. Truth in Oriental countries never has
weighed in the scale against authority, but the
action of the law-courts in punishing the
Matsuki Shimbun for not lying at police
dictation is an act of despotism not often, let us
hope, perpetrated in the most barbarous of
Eastern kingdoms. And, in the interests of the
Press and of the right of freedom of speech, let
us hope that other vernacular journals will follow
the example of the *Matsuki* and publish facts
without fear or favour.

As will be seen by an *Express* circulated with
this issue, there will be published on Monday
next at the office of *The Hongkong Telegraph*—
the first local paper in the field with the news
of the recent terrible massacre of missionaries
at Kuching—a pamphlet containing the
telegrams and all the latest information
relating to this melancholy tragedy, including
a complete and carefully revised report of the
great indignation meeting held in the Theatre
Royal yesterday. As only a limited number
of copies of this pamphlet can be published at
this juncture it is advisable that, to prevent
disappointment, orders be sent in to this office
at the earliest possible moment.

REUTER'S TELEGRAMS.

THE MASSACRES AT KUCHING.

FOOCHOW, August 7th.

Archdeacon Wolff states that the soldiers
sent by the Viceroy to protect the Missionary
property in Kuching have looted the house of
the late Dr. Stewart and plundered everything of
value. He also states that the "Vegetarians"
number some 12,000 men in Kuching and the
adjacent districts, that they are well
organized and armed, and quite able to with-
stand any Chinese troops that the Government
can send against them.

It is well known that about 400 heads of the
Society are holding constant meetings in a
village about seven miles from Kuching.

A SPORADIC case of plague is reported as having
occurred this morning in 23 Cheung Shan Lane,
West, and the victim, a Chinese boy of 9 years,
has been taken to the plague Hospital.

The magisterial enquiry touching the death of a
Chinaman in the Central Market, which has been
remanded from time to time, will be continued
on the spot, in the Central Market, at 4 p.m. on
Monday.

The Tonkin papers ridicule the idea of the
Chinese seriously operating against the bad
characters of the Tonkin frontier. The officials
of the neighbouring provinces are, say our con-
temporaries, in league with the pirates, and it is
scarcely likely that they will be seriously locom-
pulsed by their own party. There are only two
courses open to the Governor-General: to
pay a ransom for captured Frenchmen, or to
carry out a system of retaliation. In case the
Lyndet family are not released at once, and in
view of the insolent letters received from the
pirate chief in the province of Kuang Tung,
there only remains to send the *Lulu* and other
French warships to Pakhol!

HERR von Brandt, late German Minister in
Peking, has published an article in the
Deutsche Rundschau, in which he discusses the
economic questions involved in the success of the
Japanese in the late war. He presumes that
most people are now convinced that the
expectations of an opening up of China was
premature, and adds:—

"As the English papers rightly point out, the
Chinese Government has not the slightest inten-
tion of departing from its old conservative ways,
and very strong pressure would be required to
induce it to do so, and to grant railway and
telegraph concessions. No State is likely to
exercise this pressure, and wisely so. On the
contrary, we must probably be prepared to see
the Chinese authorities opposing the develop-
ment of the resources of the Empire, safe under
foreign supervision and management, in the
immediate future, more strenuously than ever, if
only in order to cherish their own illusion that
despite last year's failures, China has preserved
her independence intact."

THE Society for putting an end to the practice
of foot-binding in China seems to be working
energetically. It has adopted the course of dis-
tributing literature designed to show the cruelty
and folly of the five reasons given by the
Chinese themselves in favour of foot-binding.

From a letter sent by the Secretary of the Society
to our Shanghai morning contemporary we call
this interesting paragraph:—

"The people who hail our attempt with the
warmest joy are undoubtedly so far the R. C.
Fathers and Sisters. 'No need to tell us of the
sufferings of the children,' said the saintly
Mother Superior of the Convent at Hankow.
'If you can but do anything—anything, to
relieve us of this great misery of seeing their
pain! Indeed—indeed, you may count us in
fullest sympathy with your movement. One ten
little girls dies of foot-binding, do you say?
Oh, more than that. It may not be more so in
Shanghai. But here it is terrible; I have seen
their feet drop off. And they suffer so! Any-
one who had seen her eyes full of tears of joy,
as she recognized a compatriot's name on our
Committee list—'Ah! she is a good woman,'
she said—and listened to the rest of her conver-
sation, which I do not feel at liberty to repeat,
would have felt that all the talk about silly girls
tight-lacing is out of place beside China's great
curse."

VU-VAN-THUONG, a celebrated pirate chief, has
been executed by the French military authorities
in Tonkin. He was of a most daring character,
and had planned, he asserted before death, an
attack upon Hanoi. This desperado showed
great courage to the end.

It is reported from K'ailingku, the capital of
Hunan, says the *N. C. Daily News*, that in the
beginning of July the governor of the prefectural
city of Changchow, in the same province,
attempted to stop the American missionaries of
that city from building a girls' school and
teachers' residence on a piece of land they had
bought which happened to be near the Prefect's
village, on the ground that this would "spoil
the *fengshui* of the Seven Star lake near by,
which itself governed the *fengshui* of the seven
district cities which were subordinate to Chang-
chow." The party were headed by a retired
Magistrate, Shih Tiao-keng, and they pillioned
the Prefect and Prefect of the city to restrain
the missionaries from building, but offered
no violence at the time; but the next day
placards were posted about the city calling upon
the people "to tear down the chapels and kill
the missionaries on the 7th of July." Fortu-
nately the military authorities were on the
alert and a body of troops was immediately
called out to protect the missionaries, and a riot
and possible violence were thereupon prevented.

Captain Wang Chen-chung, First Captain of the
Chinese gunboat *Yung San*, the *Chiehlin* of
the Hainan fleet, then exerted themselves
to settle the matter, managing finally to get the
missionaries to give up their site in exchange
for another which would not interfere with the
fengshui of the city; the gunty also being
satisfied with the arrangement and eagerness
not to disturb the missionaries for their com-
pliance in the case.

MR. W. R. CARLES, Consul at Chingkiang, in his
report for 1894 is good enough to state:—There
is one form of advertisement for foreign man-
ufactures which has not as yet been utilized in
China, and though somewhat speculative it
appears to me better worth spending money upon
than advertisements in the expensive Chinese
papers which are sent from England and which are
beyond the understanding of the Chinese. An
active agent, able to speak Chinese, might, I
think, do well, if supported by manufacturers,
to start a large show-yard for advertising pur-
poses. Officials and merchants are constantly
detained here waiting for steamers or making
preparations for journeys inland by native
boats. There is little for them to see, and a
show-yard of various foreign appliances
and kinds of machinery, if well maintained,
would probably prove an attractive place of
resort. Chinese like to be able to see what they
are going to buy and to know its cost beforehand.
Circulars and catalogues convey to them little
idea of what is in question and no idea of the
cost. A constant obstacle to purchasing is the
fact that the articles when purchased are in the
Chinese without practical explanation beforehand,
and if returned cannot be repaired. There is no
reason why a show-yard should be limited to
machinery. Experience in Shanghai and else-
where has shown that well-kept shops of toys,
ornaments, clocks, and lamps, &c., pay very well,
no matter how expensive the articles are. "B"i
unless the shops are attractive and Chinese
customers are encouraged to frequent them,
understanding is not likely to prove remunerative.

The Australian papers report a rather curious
"warning off"—At Ascot (Victoria) races a
"lady" owner of ponies was disqualified for six
months for using abusive language to the
Secretary.

An Emergency meeting of Zetland Lodge, No.
525, R.C. will be held in the Freemasons' Hall,
Zetland Street, on Thursday, the 15th inst., at
8.30 for 9 p.m. precisely. Visiting brethren are
cordially invited.

It is our sad office, states the *Korean Re-
porter* for July, to chronicle the death, under the
most painful circumstances, of the Rev. Wm. I.
McKenzie. About two months ago Mr.
McKenzie left Chemulpo for Sorai, Chang-yu
prefecture, province of Whangghai, where he has
been living for over a year carrying on Christian
work. Nothing was heard from him until June
27th, when a Korean arrived from Sorai with a
packet of letters and the sad news of Mr.
McKenzie's untimely death. The circumstances
appear to be as follows:—Having contracted a
severe attack of malaria he attempted to cure it
by "large doses of quinine," keeping up and
about by the exercise of his strong will-power.
Then came a sunstroke resulting in insanity.
The Koreans saw him retire to his room on
Sunday, June 23rd, heard the report of a gun,
and Mr. McKenzie's bleeding corpse was found
on the floor. Immediately upon receipt of the
news, Rev. Dr. Underwood and Dr. Wells
started for Sorai to investigate the matter. They
have not returned at this writing, namely, the
15th July.

THE SOMNOLENT LION.

Mr. James Murray writes as follows under the
above head-line to the *China Gazette*:—

Shanghai, July 31st, 1895.

"Dear Sir.—It is deplorable that the British
Lion is asleep; that his subjects are being
outraged and that other Powers are menacing
him with impunity.

"This judgment is premature and perhaps
unjust. It is the part of a strong man to be slow
to wrath, but when the time to act has come, to
do so with a firm and fearless hand that will
make the enemy tremble and the simple-hearted.

"To add these sentiments to the present case,
the Ex-Viceroy Liu of Szechuen has been guilty
of a grave offence. He governed a people who
were eminently friendly to Europeans, and
foreigners generally, and in the last seven years
ward among the Szechuenese, visited nearly
every city in the great province and found them
to have been so. These people, by the Viceroy's

The Share Market.

LATEST QUOTATIONS.

BANKS.
 Hongkong and Shanghai Bank—184 per cent. premium, buyers.
 The National Bank of China, Ltd.—on £3000 paid up—326 buyers.
 The National Bank of China, Ltd.—Founders' shares, \$110.
 The Bank of China and Japan, Ltd.—(Preference) nominal.
 The Bank of China and Japan, Ltd.—(Ordinary) nominal.
 The Bank of China and Japan, Ltd.—(Deferred) nominal.
CURRENCY LOANS.
 Chinese Imperial Loan of 1886 £—per share, buyers.
 Union Insurance Society of Canton—\$175 per share, buyers.
 China Traders' Insurance Company—\$71 per share, buyers.
 North China Insurance—Tia. 188 per share, buyers.
 Canton Insurance Company, Limited—\$172 per share, buyers.
 Yangtze Insurance Association—\$95 sellers.
 On Tai Insurance Company, Limited—Tia. 15 per share.
 The Straits Insurance Co., Ltd.—\$21 per share, sellers and buyers.
FIRE INSURANCES.
 Hongkong Fire Insurance Company—\$225 per share, buyers.
 China Fire Insurance Company—\$224 per share, buyers.
SHIPPING.
 Hongkong, Canton, and Macao Steamboat Co.—\$22 per share, sellers.
 China and Manila Steam Ship Company—\$21, buyers.
 Indo-China Steam Navigation Company, Limited—\$47, buyers.
 Douglas Steamship Company—\$53, sellers.
 China Mutual S. N. Co., Ltd.—(Preference)—\$7, China Mutual S. N. Co., Ltd.—(Ordinary)—\$27, China Mutual S. N. Co., Ltd.—(Ordinary)—\$210.
REVENUES.
 China Sugar Refining Company, Limited—\$105 per share, sellers.
 Luson Sugar Refining Company, Limited—\$45, sellers.
MINEING.
 Panjom Mining Co.—(Ordinary)—\$4.30 per share, buyers.
 Panjom Mining Co.—(Preference)—\$1.40 per share, buyers.
 The Rand Gold Mining Co., Limited—\$4.40 per share, buyers.
 The New Balmoral Gold Mining Co., Limited—\$5.80 per share, buyers.
 Société Française des Charbonnages du Tonkin—\$122 per share, sellers.
 The Jelebu Mining and Trading Co., Limited—\$3.30, buyers.
DOCKS, WHARVES AND GODOWNS.
 Hongkong and Whampoa Dock Company—104 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$10 per share, buyers.
 Wanchai Warehouse and Storage Co., Ltd.—\$37 per share, buyers.
HOTELS.
 Hongkong Hotel Company—\$6 per share, sellers.
 The Shamoon Hotel Co., Limited—nominal.
LANDS AND BUILDINGS.
 The Kowloon Land and Building Co., Limited—\$10 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$61, sellers and buyers.
 The West Point Building Co., Limited—\$18 per share, sellers.
 Humphreys' Estate and Finance Co., Ltd.—\$9 per share, sellers.
DISPENSARIES.
 A. S. Watson & Co., Limited—\$10, sellers.
 Dakin, Cruickshank & Co., Limited—\$1 per share, sellers.
MISCELLANEOUS.
 Hongkong Dairy Farm Co., Limited—\$7 per share, buyers.
 H. G. Brown & Co., Limited—\$4 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$13 per share, buyers.
 Hongkong Gas Company—\$125 per share, sellers.
 Hongkong Ice Company—\$83 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$30 per share, buyers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, buyers.
 The Green Island Cement Co.—\$101, sales.
 The Hongkong Electric Light Co., Limited—\$5, buyers.
 The Hongkong High-Level Tramway Co., Limited—\$70, buyers.
 Campbell, Moore & Co., Ltd.—\$3 per share, buyers.
 Bell's Asbestos Eastern Agency, Limited—\$1 shares; 15s. paid \$10, sellers.
 G. H. Potts (Share Broker),
 Telegraphic Address—"Rialto"

EXCHANGE.

On London, Telegraphic Transfer—2/11
 Bank Bill, on demand—2/11
 " 4 months' sight—2/3
 " Credits, 4 months' sight—2/3
 " D'cents, 4 months' sight—2/3
 On Paris, Bank Bill, on demand—2/7
 " Credits, 4 months' sight—2/7
 On New York, Bank Bill, on demand—3/4
 " Credits, 30 days' sight—3/4
 On India, Telegraphic Transfer—10/11
 " Bank Bill, on demand—10/11
 On Shanghai, Telegraphic Transfer—7/11
 " Private, 30 days' sight—7/11
 On Yokohama, T.T.—7/11
 On Singapore, T.T.—7/11
 Sovereigns, Bank's Buying Rate—49/13
 Gold Leaf 100 to 100—47/30
 Bar Silver—30/1
 Dollars—30/1

OPIUM QUOTATIONS.

Hongkong, 9th August.
 New Pina. cash—\$697 per picul.
 New Benares, cash—\$697 per picul.
 New Malwa, credit—\$697 per picul.
 (Allowance, 100 to 120)
 Old Malwa, credit—\$710 to 720
 (Allowance, 100 to 120)
 Persian, paper tied—\$830

Shipping.

ARRIVALS.
 PHRA CHULA CHOM KLAO, British steamer, 1,012, B. Pigot, 9th August, Kaiti-chang 3rd August, General—Yuen Fat Hong.
 RIO, German steamer, 1,100, F. Bendixen, 9th August, Saigon 1st August, Rice, Paddy, and Fish—Wickler & Co.
 STRATHNEVIS, British steamer, 1,414, E. Taylor, 9th August, Otaru, Japan 29th July, Coal—Dodwell, Carill & Co.
 JACOB CHRISTENSEN, Norwegian steamer, 1,088, H. M. Hansen, 9th August, Odessa 2nd July, General—Order.
CLARANCES AT THE HARBOUR OFFICE.
 Formosa, British steamer, for Swatow, &c. Strathnevis, British steamer, for Saigon.
 Prefr, Danish steamer, for Pakhoi.

DEPARTURES.

August 9, Tachow, British str., for Bangkok.
 August 9, Lyderhorn, Norwegian steamer, for Kutchinots.
 August 9, Formosa, British steamer, for Swatow, Amoy and Tamsui.
FAREWELLERS—ARRIVED.
 Per Rio, from Saigon—42 Chinese.
 Per Phra Chula Chom Kiao, from Kaiti-chang—40 Chinese.

Post Office.

A MAIL WILL CLOSE—
 For Shanghai—Per Peking to-morrow, the 10th instant, at 3.30 P.M.
 For Saigon—Per Holstein to-morrow, the 10th instant, at 4.30 P.M.
 For Manila—Per Zephyr to-morrow, the 10th instant, at 4.30 P.M.
 For Singapore and Bangkok—Per Mackay, to-morrow, the 10th instant, at 4.30 P.M.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Reverend*, with the English mail of 10th ult., will arrive on Monday, the 5th instant, at 4 p.m., and may be expected here to-morrow.

THE AMERICAN MAIL.
 The O. & O. S. N. Co.'s steamer *Gaika*, with mails, &c., from San Francisco on the 23rd ult., left Yokohama on the 9th instant for Naassaki, and may be expected here on the 16th.

NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer *Strathnevis*, from Tacoma, left Yokohama on the 9th instant for Kobe, and may be expected here about the 17th.

THE INDIAN MAIL.
 The Indo-China S. N. Co.'s steamer *Wingang*, from Calcutta, left Singapore on the 6th instant, and may be expected here on the 13th.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer *Empress of India* left Vancouver on the 5th instant for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong, and may be expected here about the 26th.

AUSTRALIAN MAIL.
 The China Navigation Co.'s steamer *Tahiti*, from Australia, left Port Darwin on the 6th instant, and is due here on the 16th.

STEAMERS EXPECTED.

Namas.	From.	Date.
Canton	London, &c.	Sept. 11th
Carmarthen	Singapore	Aug. 14th
Glecia	Singapore	Aug. 15th
Glenfalloch	Singapore	Aug. 15th
Idon	Singapore	Aug. 15th
Manila	Bombay, &c.	Aug. 17th

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Aden	London, &c.	Aug. 22nd
Alife	Sydney, &c.	Aug. 19th
Annapdale	New York	Quick disp.
Brindisi	New York	Quick disp.
Brindisi	Straits, &c.	Aug. 13th
Caledonia	Marseilles, &c.	Aug. 21st
Carmarthen	Japan	Aug. 15th
Catharine	Australia	Aug. 15th
Chitragong	Victoria (B.C.)	Aug. 15th
C. of Rio Janeiro	San Francisco, &c.	Aug. 17th
E. of China	Vancouver, &c.	Aug. 14th
F. P. Litchfield	Baltimore, &c.	Quick disp.
Gaelic	San Francisco, &c.	Aug. 27th
Geo. S. Homer	New York	Quick disp.
Gorda	Havre, &c.	Aug. 14th
Glecia	Shanghai, &c.	Aug. 13th
Kaiser-Hind	Havre, &c.	Aug. 21st
Kienyang	Tientsin, &c.	Aug. 13th
Lyndhurst	San Francisco, &c.	Quick disp.
Manila	London, &c.	Aug. 21st
Ningchow	London, &c.	Aug. 10th
Orestes	London, &c.	Aug. 14th
P. N. Blanchard	New York	Quick disp.
Pelyang	Shanghai, &c.	Aug. 10th
Preussen	Bremen, &c.	Aug. 19th
Radnorshire	London, &c.	Aug. 20th
Ravens	Shanghai, &c.	Aug. 12th
Sandwich	New York	Quick disp.
Sandwich	London, &c.	Aug. 15th
Strathnevis	Yokohama, &c.	Aug. 15th
Strathnevis	Victoria (B.C.)	Aug. 27th
Sunkiang	Manila, &c.	Aug. 15th
Thales	Swatow, &c.	Aug. 11th
Verona	Japan	Aug. 16th
Zafit	Manila, &c.	Aug. 10th

SHIPPING IN HONGKONG.

ADRIATIC, Spanish steamer, 90, Arístegui, 20th June—Dagupan 16th June, Sugar, Master.
ADRIATIC, British steamer, 2,400, W. Ellis, 7th August—Kobe 1st August, and Melb. and General—Gibb, Livingston & Co.
BRILLON, German steamer, 3,204, F. von Blos, 8th August—Singapore 2nd Aug., General—Stemmen & Co.
BISAGO, Italian steamer, 1,424, Daddio, 27th August—London and Singapore 21st July, General—Calcutta & Co.
BRINDISI, British steamer, 2,206, R. A. Peters, 4th August—Bombay 17th July, and Singapore 20th, General—P. & O. S. N. Co.
CATHERINE, British steamer, 1,733, J. G. Ollent, 4th August—Calcutta 20th July, Peking 27th, and Singapore 30th, General—D. S. S. S. Co.
CHITRAGONG, British steamer, 1,844, O. Dayer, 7th August—Portland, & Otago, 5th July, Shaw & Co.
CRUICKSHANK, British steamer, 1,281, F. Stowell, 7th August—Salmon 3rd August, Rice—Bradley & Co.
CITY OF RIO DE JANEIRO, American steamer, 3,548, J. F. Smith, 6th August—San Francisco 19th July, Yokohama 30th, and Nagasaki 2nd August, Mails and General—P. & O. S. N. Co.
EMERALDA, British steamer, 1,200, R. A. Peters, 7th August—Manila 4th August, General—Shaw & Co.
FRAM, Norwegian steamer, 1,406, S. Blane, 31st July—Melb. 27th July, and Otago 3rd August, Mails and General—C. P. & Co.
HERALD, Western Australian steamer, 1,200, K. Reimers, 8th August—Kutchinots 8th August, Coal—Wickler & Co.
HOLSTEIN, German steamer, 985, J. J. Breda, 1st August—Salmon 28th July, Rice—Order.
KWITANG, British steamer, 1,200, L. Dawson, 8th August—Canton 8th August, General—Butterfield & Swire.

HONGKONG—STEAMERS.

(Continued.)

MOUWUT, British steamer, 804, J. E. Farrell, 5th August—Bangkok 30th July, Rice and General—Yuen Fat Hong.
PRIVANT, German steamer, 953, R. Kohler, 6th August—Canton 6th August, General—Stemmen & Co.
SUNDAY, British steamer, 904, C. B. N. Dodd, 8th August—Manila 4th August, Sugar and General—Butterfield & Swire.
TALIER, German steamer, 828, N. Ems, 5th August—Canton 4th August, General—Meyer & Co.
TAUROS, Norwegian steamer, 1,640, H. Wold, 4th August—Melb. 30th July, Coal—Order.
THALAS, British steamer, 856, H. Bathurst, 8th August—Tientsin 4th August, Army 6th, and Swatow 7th, General—D. Lapark & Co.
ZASTRO, British steamer, 675, J. Gerard, 8th August—Manila 5th August, General—Shaw & Co.

SAILING VESSELS.

ALICE MARY, British bark, 361, Hanson, 27th July—Bangkok 7th July, Teakwood—Order.
BRINDISI, British bark, 1,475, Ladd, 27th July—Shanghai 30th June, General—Order.
F. P. LITCHFIELD, American bark, 1,242, H. W. Chubb, 3rd August—New Zealand 30th July, Ballast—Order.
FOUR STAR, British ship, 3,300, H. J. Fletcher, 6th August—New York 3rd Dec., Kutchinots Oil—Standard Oil Co.
Geo. S. HOMER, American bark, 1,267, C. H. Homer, 31st July—Cape Town 30th June, Ballast—Master.
G. F. MARSH, American bark, 1,453, P. Crick, 30th July—Singapore 14th July, Timber—Chinese.
LUNA, German bark, 451, F. Albrecht, 10th July—Bangkok 28th June, General—Stemmen & Co.
LYNDHURST, British 4-masted ship, 2,249, G. Martin, 26th July—Batavia 27th June, Ballast—Gibb, Livingston & Co.
PARAMITA, American ship, 1,498, Soole, 30th July—Melbourne 19th July, Ballast—Order.
SERRANO, American bark, 613, R. G. Waterhouse, 17th July—Rajah 1st June, Timber—Chinese.
STAM, Chinese ship, 1,591, A. Garlicks, 31st May—New York 10th January, Kutchinots Oil—Standard Oil Co.

VISITORS AT THE HONGKONG HOTEL.

Mr. W. G. Allen. Mr. M. Munro.
 Mr. W. J. Blackhall. Mr. C. Mott.
 Mr. W. J. Blackhall. Mr. C. Mott.
 Mrs. E. W. Chadborne. Mr. W. Parfit.
 Mr. H. Crane. Mr. J. Parfitt.
 Mr. W. A. Duff. Mr. G. A. Ragel.
 Mr. G. Gracewood. Mr. A. H. Rensie.
 Mr. W. D. Graham. Mr. S. S. Rensie.
 Mr. C. H. Harris. Mr. G. Rubels.
 Mr. R. J. Hastings. Mr. A. B. Skotlow.
 Mr. J. J. Hoar. Mr. M. J. D. Stephens.
 Mr. Morton Jones. Mr. T. Sugiyama.
 Mr. J. Kinghorn. Miss Summers.
 Mr. W. Krumpholtz. Captain Taylor.
 Mr. H. L. Martin. Mr. R. L. Thomas.
 Mr. C. Mooney & family. Mr. W. E. Wormald.

VISITORS AT THE MOUNT AUSTIN HOTEL.

Mr. and Mrs. Arthur Mr. and Mrs. Kirch.
 Anderson and child.
 Mr. H. Armstrong. Mr. & Mrs. J. Kramer.
 Mr. H. B. Brewin. Mr. and Mrs. Macbean.
 Mr. Hart-Buck. Mr. and Mrs. Macbean.
 Dr. J. & Mrs. Cantile. Mr. and Mrs. Macbean.
 Mr. & Mrs. C. Cohen. Mr. C. Malch.
 Mr. Henry Crawford. Mr. & Mrs. E. McLeod.
 Mr. W. E. Crow. Mr. D. McNeill.
 Mrs. A. J. David. Miss Dick Melbourne.
 children & governess. Mr. F. J. Meyer.
 Mr. & Mrs. H. Doreen. Mr. Louis Mondel.
 Mrs. E. Wardell. Mr. R. L. Thomas.
 children & governess. Mr. R. L. Thomas.
 Dr. R. Ewald. Mr. Palmer.
 Mr. M. D. Ewald. Mr. H. E. Pollock.
 Mr. E. S. Ewald. Mr. Radford.
 Mr. A. Fuchs. Mr. and Mrs. Summers.
 Mr. Haskell. Mr. and Mrs. Summers.
 Master Ed. Haskell. Mr. and Mrs. Summers.
 Mr. A. Howard. Mr. H. E. Tomkins.
 Mr. Jacob. Mr. W. Von Uffel.
 Mr. K. S. Judd.

VISITORS AT THE WINDSOR HOTEL.

Mr. John A. Blattan. Mr. Th. Gonsalves.
 Mrs. Boggs and child. Mr. H. A. Heen.
 Mr. Geo. M. Booker. Mr. M. W. Laks.
 Mr. Boyder. Mr. L. L. Laks.
 Mr. E. Deane. Mr. E. Deane.
 Mr. E. Deane. Mr. E. Deane.
 Mr. E. Deane. Mr. E. Deane.
 Mr. E. Deane. Mr. E. Deane.
 Mr. E. Deane. Mr. E. Deane.
 Mr. E. Deane. Mr. E. Deane.
 Mr. E. Deane. Mr. E. Deane.

VISITORS AND RESIDENTS AT THE PRAK HOTEL.

Mr. W. J. Boff. Mr. Andrew Johnston.
 Mr. J. W. Boff. Mr. J. W. Boff.
 Mr. J. W. Boff. Mr. J. W. Boff.
 Mr. J. W. Boff. Mr. J. W. Boff.
 Mr. J. W. Boff. Mr. J. W. Boff.
 Mr. J. W. Boff. Mr. J. W. Boff.
 Mr. J. W. Boff. Mr. J. W. Boff.
 Mr. J. W. Boff. Mr. J. W. Boff.
 Mr. J. W. Boff. Mr. J. W. Boff.

To be Let.

TO LET.

DWELLING-HOUSES.
 HOUSES IN RUPON TERRACE.
 SECOND FLOOR of No. 2 BLUE BUILDING.
 No. 12, KNOTSFORD TERRACE, KOWLOON.
OFFICES.
 FIRST FLOOR No. 7, PRAJA CENTRAL, lately occupied by Messrs. HOLLAND, WISS & Co.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
 Hongkong, 31st July, 1895.

TO LET.

TWO SMALL OFFICES IN VICTORIA BUILDING.
 Apply to DAVID SASSOON, SONS & Co.
 Hongkong, 14th July, 1895.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 14th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 4th September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL TRANS-CONTINENTAL TRAINS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis Street.

Hongkong, 24th July, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AUSTRALIA, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 17th Aug., at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 17th Oct., at Noon.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 27th August, at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 17th Oct., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, HAWAII AND HONOLULU, on SATURDAY, the 17th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY en route to London.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 30 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th August, 1895.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID"

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1895.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED BRAND. HARTMANN'S GREY PAINT. DAINLE'S PATENT MOTOR LAUNCHES.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 16th July, 1895.

Mails.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.

(Subject to Alteration.)

Chitragong...Thursday...14th Aug.

Albion...Saturday...14th Sept.